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OCTOBER
1950

PAN-AMERICAN fisherman

South American Roundup

—Page 11

Shipbuilding's Big Boom!

—Page 12

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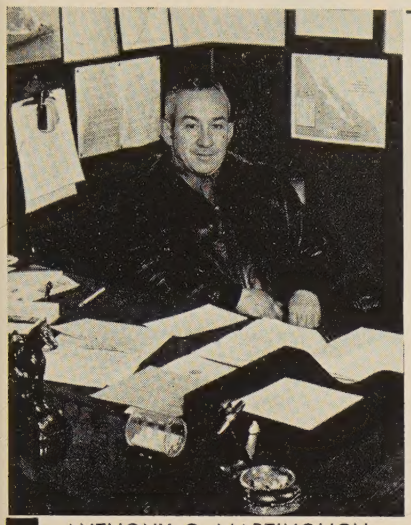

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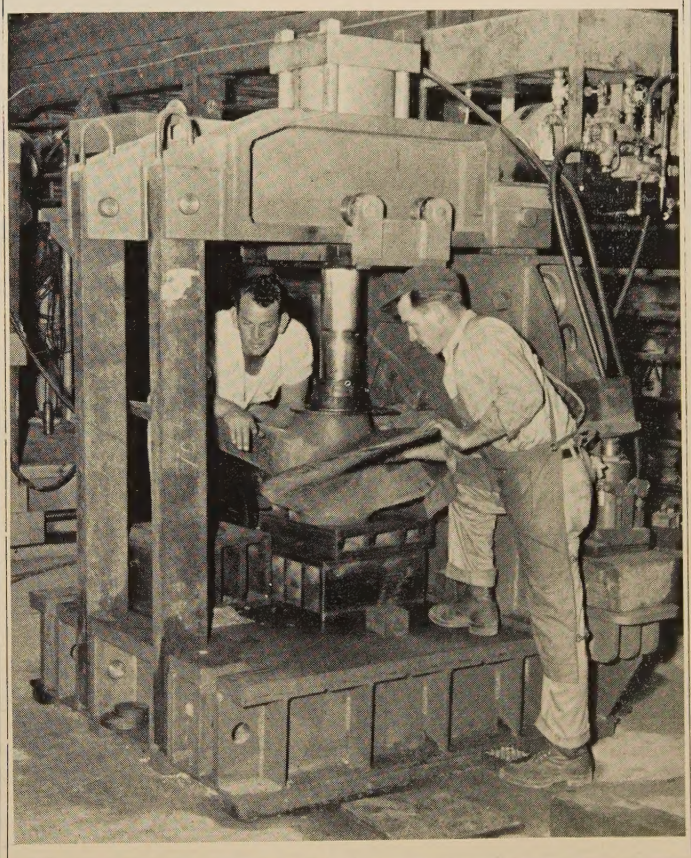

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Serving the Pan-American Fisheries

A Marine Press Publication

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Volume 5 Number 4

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ABOUT THIS ISSUE:

HERE'S a letter from the astute Harold F. Cary, General Manager, American Tunaboat Association, San Diego, California, that throws plenty of white light on the subject of the Mexican Trade Agreement:

"Mr. John Springer
Editor-in-Chief
Pan-American Fisherman
Broadway Pier
San Diego 1, California

"Dear Jack:

"I thought the following excerpt from the Commercial Fisheries Review of July, 1950, regarding the Mexican Trade Agreement, might be of interest:

"Termination of trade agreement with Mexico changes United States import tariff status of certain fishery products: Notes have been exchanged between representatives of the Government of the United States of America and the Government of the United Mexican States terminating the trade agreement between the two Governments signed December 23, 1942. As the result of this exchange of notes, the United States-Mexican trade agreement will cease to be in force after December 31, 1950.

"As a result of the termination of the trade agreement between the United States and Mexico, which becomes effective January 1, 1951, the following changes in United States import duties and tariff status for fishery products will automatically take place:

Tariff Act of 1930 Paragraph	DESCRIPTION OF PROPERTY	Current Rate of Duty or Tariff Status	Rate of Duty or Tariff Status After Jan. 1, 1951
717(a)	White sea bass or totoaba, fresh or frozen (whether or not packed in ice), whole, or beheaded or eviscerated or both, but not further advanced (except that the fins may be removed)	½c per lb.	1c per lb.
718(a)	Tuna, prepared or preserved in any manner, when packed in oil or in oil and other substances	22½% ad val.	45% ad val.
1761	Abalone, fresh or frozen (whether or not packed in ice), or prepared or preserved in any manner (including pastes and sauces)	Free (bound)	Free
1761	Shrimp and prawn, fresh or frozen (whether or not packed in ice)	Free (bound)	Free

"The changes in duty and tariff status will apply to United States importations of these fishery products from all countries.

"By legislation it would be possible after January 1, 1951, to change the import duty status of any of the items listed above. Specific or ad-valorem duties could be imposed on duty-free items, and dutiable items could be increased or decreased or changed from a specific duty to an ad-valorem duty or vice versa through legislation.

"Since the signing of the trade agreement, Mexico was confronted with a large imbalance in its trade with the United States which resulted in a serious drain on its reserves of dollar exchange. Mexico, therefore, in 1947 took a number of steps — restricted imports (including some items covered by the trade agreement), and changed to the ad-valorem equivalent (or higher) of the duty in 1942 on some 5,000 items not covered by the trade agreement. By the end of that year it became evident that the Mexican Government would also find it necessary to make similar increases in rates on products included in the trade agreement.

"Rather than denounce the agreement, the United States agreed to provisional increases by Mexico in duties on the trade-agreement items to level equivalent on an ad-valorem basis to those provided in the trade agreement when it first came into effect. From the point of view of the United States, this materially lessened the benefits of the agreement, and the Mexican Government

(*Continued on page 18*)

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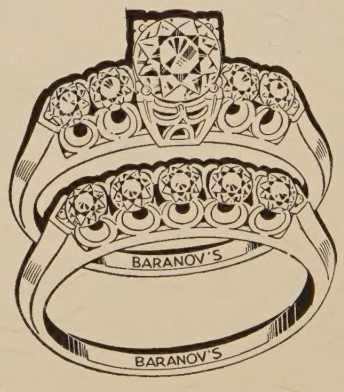

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The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Quito, Ecuador.—Ecuadoran hopes that one or more of the three fish cannery projects for which it signed contracts in 1949 would become a reality all but disappeared during the first half of 1950, according to an American consular dispatch from Quito. The Walter Von Trescow-Westinghouse Electric International Company plan to establish a cannery with the aid of a $1,500,000 Export-Import Bank loan was evidently abandoned following the Bank's decision not to advance the desired funds. Although President Galo Plaza announced on February 25 this year that American and Foreign Enterprises, Inc., had bought complete fish canning installations from a Warrenton, Oregon, canning company for speedy installation in Ecuador to begin operations in conformity with the contract signed with the Ecuadoran Government in 1949, it subsequently became evident that an essential loan of $450,000 from the International Bank for Reconstruction and Development had a drawback—a condition which could not be fulfilled. The condition specified that Ecuador must first settle its debt to bondholders of the Southern Railway. President Plaza evidently felt that to come to an arrangement with the bondholders (mostly British) would under the circumstances be a bad move, especially from a political point of view. The third project sponsored by Inepaca (industria Ecuatoriana de Productos Alimenticios Compania Anonima), Ecuadoran subsidiary of a San Diego (California) company was abandoned early in May, presumably because necessary capital was not available from the parent company. Proposed revision of Ecuador's fishing laws received considerable attention from American fishing interests and Ecuadoran authorities during the first half of 1950 and it is deemed likely that Congress, when it convenes in August, may make some changes in existent statutes.

Hokkaido, Japan.—The crab fishing fleet of Hokkaido, Japan has been particularly curtailed by the establishment of the authorized fishing area by SCAP and the loss of northern fishing areas, an American consular dispatch from Sapporo reports. Violation of the MacArthur Line by Hokkaido fishermen has meant capture and confinement by Soviet patrols. In spite of this, however, available data on the crab catch (a large portion of which is canned for export, principally to the United States) indicate a fairly good postwar season. The crab catch for every month this year, except February, has been higher than that for the corresponding months in 1949. This May's catch was double that of May 1949.

Hokkaido Crab Catch, January-May 1949-50

Year	Pounds
1950	5,929,324
1949	4,155,689

With the exception of huge canning motherships which formerly went crabbing in northern waters, practically all of Hokkaido's fishing has been close inshore and of a most primitive but yet intensive type. Canned crab meat going to the United States has met serious competition on the New York Market from Soviet crab meat, which has resulted in attention being given to cheaper methods of production this year.

At the end of four weeks of operation (June 18-July 15), the Japanese mothership tuna expedition headed by the 10,000-ton refrigerated mothership Tenyo Maru No. 2, has processed approximately 1,740,000 pounds of tuna, marlin, and shark. Yellowfin tuna frozen in the round accounts for 724,000 pounds of this total, according to SCAP's Natural Resources Section. Other species of tuna, marlin, and shark, most of which are frozen as fillets, total 1,015,016 pounds. A second expedition, consisting of the 2,900-ton refrigerated mothership Kaiko Maru and 12 catchers, departed Japan on July 10. Both of these expeditions operate under the authority of SCAP. A SCAP representative accompanies each expedition to insure compliance with the provisions of SCAP directives, and a representative of the High Commissioner for the Trust Territories of the Pacific Islands is accompanying Tenyo Maru No. 2 as advisor and observer for the High Commissioner, and to conduct scientific studies. Each expedition is accompanied by a Japanese Government research vessel which is engaged in the collection of data relating to the biology, population, and migration of tuna to be used in establishing regulations to insure sound management of this fishery.

Hull, G.B.—Regulated sailings and landings were agreed upon at a meeting held in mid-July between representatives of owners of distant-water trawlers at the ports of Grimsby and Hull, in Great Britain, the July 22 Fish Trades Gazette reported. It is expected that towards the end of August a system of regulated sailings to the Norwegian coast, Bear Island, and White Sea grounds will have completed its first cycle. A newly-formed deep-water trawlers management committee, drawn from members of the Hull Fishing Vessel Owners' Association and the Grimsby Exchange, Ltd., will meet at fortnightly intervals, and regulations governing sailings and landings at the two ports will be kept as fluid as possible. So far the agreement is confined to Hull and Grimsby deep-water owners, but Fleetwood, the only other port concerned, is giving the matter consideration. The purpose of the agreement is to keep the distant-water vessels fishing and preventing wholesale tie-ups due to the landing of an oversupply of fish or the landing of certain species of fish which are not as marketable as some of the more preferred species.

A convention between the United States and Canada for the extension of port privileges to halibut fishing vessels on the Pacific Coasts of the United States and Canada, signed at Ottawa on March 24, 1950, has been proclaimed by the President. The convention entered into force on July 13, 1950, upon the exchange of instruments of ratification at Ottawa, the Department of State announced on August 4. By this convention fishermen of each country engaged in the halibut fishery of the North Pacific Ocean are granted privileges in the ports of entry of the other country.

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant (comp.)

UNIT Fishing boat-"Josie Lena"-52' 60 H.P. Atlas Diesel engine

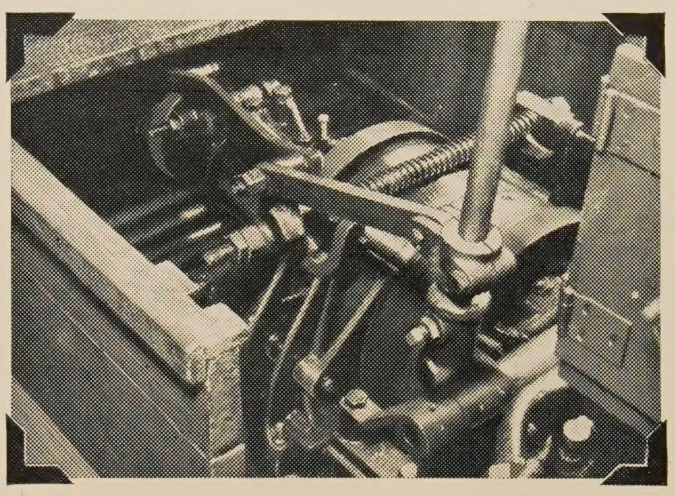
PART Reverse gear-self-lubricated

CONDITIONS Fish high seas-Albacore + shark off California + Mexico Coasts

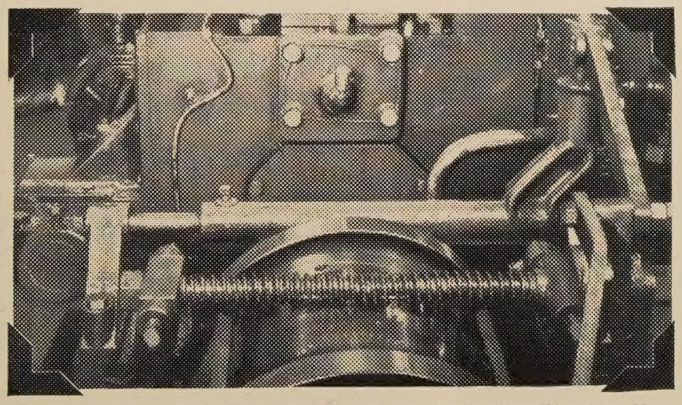
OWNER Joseph Piazza-San Francisco

No transmission gear expense in 10 years of work!

IN FOUL AND FAIR WEATHER, the Josie Lena has fished in the Pacific for 10 years. She makes regular trips around the windy Santa Barbara Islands and in the path of tropical storms down the Mexico coast.



LUBRICATED WITH RPM GEAR LUBRICANT (COMPOUNDED), not one gear in her transmission has ever been replaced and all were in "perfect" condition when recently inspected. Lubricant is drained and replaced only yearly . . . about one quart a month added.



"OUR GEAR UNIT HAS GIVEN US NO TROUBLE," says Mr. Piazza, owner. "After 7 years of use we opened it up to check the cooling system. The gears were in perfect condition, so we put them all back in."

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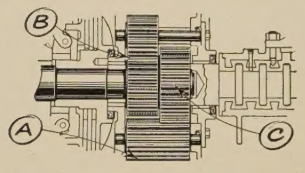

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B. Oiliness compound helps provide tough lubricating film — withstands shock and overloads and prevents wear.

C. High resistance to oxidation prevents deposits; assures lubrication in extreme temperatures.

STANDARD OIL COMPANY OF CALIFORNIA

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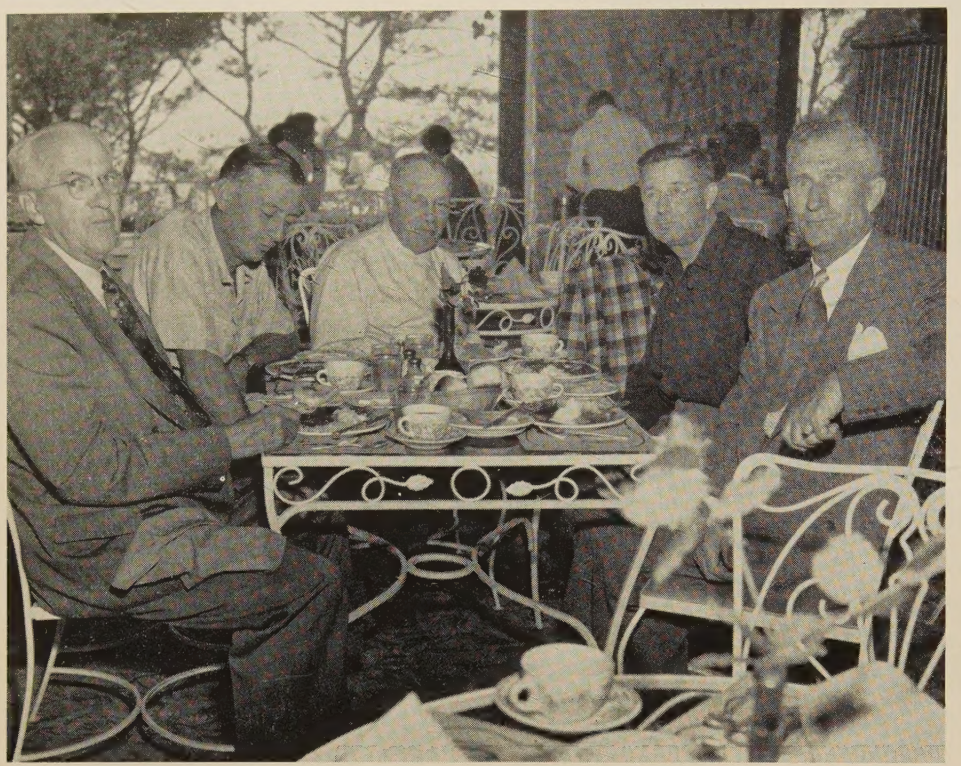
EBB 'N FLOW

OCTOBER
1950



Breakfast Conclave

Wilbur Wood, Dean of Southern California commercial fishing figures (left), breakfasts with Kim Brittenstein, former President of Southern California Fish Corporation; Russ Burkett, Burkett Sales Company; Bill Robinson, Vice-President of the new tuna packing firm to be built in San Diego, California, (and formerly Assistant General Manager of High Seas in the Border City), and Stanley Huett of American Can Company.

Frolic, Strikes, Fire-Fighting

FROLIC

The old master did it again. Long noted, since his first year as Executive Vice-President of California Fish Canners Association, for his touch in keeping harmony within the ranks, Roy Beaton staged his annual meeting this year with the usual aplomb. His "boys" came from all over the State. They swam, relaxed, played golf and hashed over ideas and general business with relish. Nick Trutanich of French Sardine Company, Terminal Island, won the permanent golf trophy, donated by Captain Miller Freeman. American and Continental Can Companies gave a pair of parties, and the banquet on Friday night, September 15, washed up proceedings, by virtue of excellent steaks, a good old-fashioned fun session and general election. Roy Beaton again was elected to the post he has held for so many years; James B. Lane of Westgate-Sun Harbor, San Diego, California, was elected president of CFCA for the coming year, Montgomery Phister of Van Camp's, Terminal Island, was elected Vice-President, and C. Frank Reynolds went in as Secretary-Treasurer.

Visitor

Joe Charleton, former San Diegan now doing business in Pascagoula, Miss., dropped in from the South to greet friends.

Executive

James B. Lane of Westgate-Sun Harbor, pauses to do business with the tobacco industry.

CONFAB

Negotiations had been going on since the early part of September, and, as the days slipped by, the situation became less fluid. AFL's powerful Fishermen's & Cannery Workers union had served notice through its Secretary, Les Balinger, that it would strike on September 17, unless its demands for wage increases of ten cents an hour for 80 per cent of employes was not met. Moreover, it wanted slightly more for the other 20 per cent, plus a pension plan, improved vacation schedule and grievance procedure program. Fish canners affected were Westgate-Sun Harbor, San Diego Packing Company, People's Packing Company and High Seas Packing Company, all of San Diego, California.

Plans a'Glimmer:

Then, on September 18, nearly 2000 AFL employes went on strike after 4½ months of negotiations on a new labor contract. The strike, with pickets placed by the AFL Cannery Workers and Fishermen's Union at each of the plants, began early, a few hours after an 8-hour, last-ditch negotiation meeting ended at Hotel San Diego under supervi-

Well-Known

Earl Nielsen, President of San Diego's new cannery-to-be stops to lay in cigarettes before attending banquet.

sion of Dr. Ordean Rockey, U. S. labor conciliator here.

In a formal statement, Rockey declared: "The parties worked sincerely for a settlement of this case last night from 7 p. m. to 3 a. m. I shall call them together again just as soon as the slightest sign presents itself that such action might be productive of good." After numerous confabs, during the period, the canneries met the union's demand for a 10-cent-an-hour blanket pay increase, but reportedly balked at requests for adjustments up to 15 cents an hour for certain worker classifications, 3-week vacations after 5 years, instead of the current 2 weeks after 2 years, and seniority improvements. The strike was expected to tie up most of San Diego's fishing fleet as the four canneries are said to have about 115 big tuna clippers at sea, with six expected in port this week. These probably would not be unloaded. Larger craft, with built-in refrigeration, might weather danger of fish spoilage, but smaller boats using artificial ice might have to take their catches to San Pedro or "dump" the fish, it was said.

EXHIBITION

Fireboat:

One of the most dramatic and unusual exhibitions ever staged as a public entertainment feature took place in Seattle, Washington, during the height of the city's first annual "Seattle Seafair," when the historical vessel *Bellingham* was deliberately set ablaze in the center of the port city's Elliott Bay, before the eyes of nearly 150,000 "Seafair" spectators. The ship burning proved conclusively that Seattle's waterfront fire protection is second to none, for the world's most powerful fireboat, the Seattle Fire Department's diesel-powered *Duwamish* put on a demonstration of fire-fighting that left spectators gasping. Seven minutes after she received the alarm the *Duwamish* had departed her berth, covered the mile distance to the fire, and had smashed out the inferno, leaving the *Bellingham* a smoldering hulk. Burning of the *Bellingham* was sponsored as a "Seattle Seafair" event by the Puget Sound Maritime Historical Society. Members of the group prepared the *Bellingham* for her fiery end by dressing ship with pennants and dummy pirates hung in the rigging, and, according to the legend of "Seafair," she was put to the torch by Davy Jones, "Seafair" villain. The *Bellingham* served as flagship to King Neptune, who reigned over Seattle's 10-day water festival. Several hundred gallons of fuel oil were sprayed over the *Bellingham's* decks and hull, and members of the group who actually set her afire say she was aflame from stem to stern within 17 seconds. Those igniting her had to make haste to get off uncharred.

Smoke-Eaters:

The Seattle Fire Department's participation in the day's events was under the direction of Chief William Fitzgerald and Assistant Chief Robert Rogers with Lieutenant Bud Burns leading the *Duwamish's* smoke-eating crew. Once the flames were beaten down by the *Duwamish's* powerful nozzles, which can throw better than 22,000 gallons per minute, a crew of men took fire-fighting equipment right aboard the *Bellingham's* furnace-hot hull, and extinguished the remaining fire. Fire Department officials stated that the burning provided them with an unexcelled training op-

(*Continued on next page*)

Executives

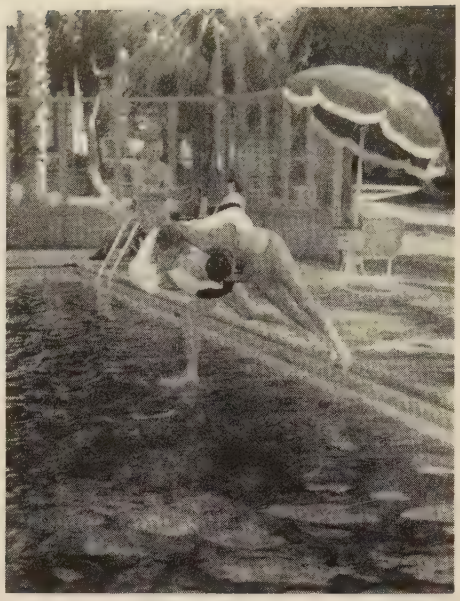
Who's telling who the joke? Wade Ambrose, President, Westgate-Sun Harbor Company, San Diego, California, (left), and Don Loker, General Manager, High Seas, San Diego, California.

Conclave

Informal conference: (left to right), John Morris, French Sardine Company, Terminal Island, California; John Christian, Southern California Fish Corporation; Roy Beaton, Executive Vice-President, California Fish Canners Association, Incorporated, and Mal Xavier, West Coast Director, National Fisheries Institute, Wash., D. C.

Dunking

Al Vignolo, President, West Coast Packing Company, Terminal Island, takes a forced dip at hands of Bill Flynn and Sandy Black of American Can Company.



Retaliation

Working on the assumption that two can play at any game, Al turns the tables.

Host

Roy Beaton, Executive Vice-President and General Manager, California Fish Canners Assn., Inc., looks over the menu at Hotel Del Mar, Del Mar, California.

portunity to fight a real ship fire under actual conditions. Just prior to the ship burning, members of the Puget Sound Maritime Historical Society staged a race between three huge sternwheelers which saw Captain George Murch skipper the Army Engineers snag boat sternwheeler *W. T. Preston* to victory over a course that paralleled the Seattle waterfront skyline. The second place ribbon went to the *Skagit Chief* and the *Skagit Belle* came in third, although the judges decided second place was actually a tie. Both the latter craft are owned by the Skagit River Navigation Co. First event on the day's program was a battle between five ten-man Coast Guard crews who battled on even terms through a 2,500-foot race of Monomoy class lifeboats. The Coast Guard Air Station at Port Angeles, Wash., swept its boat over the line for first in 13 minutes and 22 seconds to win the 13th Coast Guard District championships. Puget Sound Maritime Historical Society members are already planning ahead for Seattle's next Seafair, which will be held in the summer of 1951. For burning they have in mind several craft substantially larger than the 140-foot *Bellingham*.

INCREASE

Cargo Rate:

The general cargo rate intercoastal foreign and offshore trades was increased from 25 to 50 cents a ton and in coastwise trade from 15 to 25 cents a ton by action of the Los Angeles Board of Harbor Commissioners, August 30th, in approving new tariff No. 3. Council approval is required to put the new tariff into effect. A further provision was voted by the board that the new tariff would not be put into effect until the Long Beach Harbor Department has likewise increased its rates which will be in conformity with other Pacific coast ports who established the increase in rates last year. The new rates were

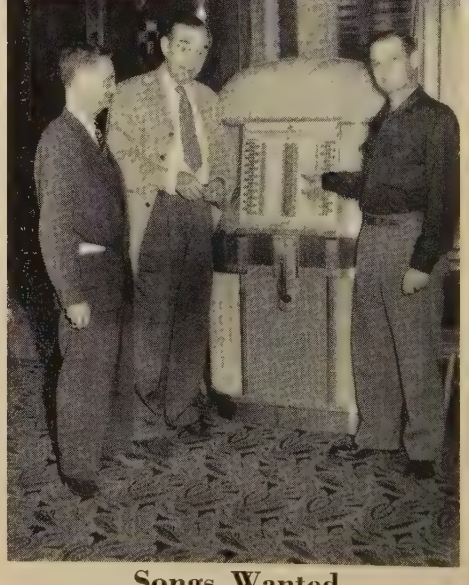
(*Continued on page 18*)

Friends

Dr. Wilbert M. Chapman, Special Assistant to Undersecretary of State for Fisheries, compares notes with long-time friend, Mal Xavier of National Fisheries Institute.

At Ease

Max Gorby, commercial fishing's smoker of the biggest cigars on the market, lights one up for *Pan-American Fisherman's* cameraman, George Eacobellis.



Songs Wanted

Frank Reynolds (left) of California Fish Canners Assn., Inc.; Ed Norridge of Continental Can Co., and Hoke Clark, Terminal Island, Calif., Seafood Company.

South American Roundup

A Pair of Fish & Wildlife Service Men Glean Some Pertinent Facts Regarding the Fisheries Picture of Our Neighbors to the South

By

ROBERT O. SMITH

and

MILTON LINDNER

PERU

THE Republic of Peru has a population of 7,246,000 (1948 est.) and an area of 482,258 square miles. Its coastline extends for about 1,400 miles along the Pacific. Due in part to the Humboldt current, the coastal waters are rich in fish life, and even prior to the establishment of the Inca Empire, fishing was actively prosecuted with more or less the same kind of small craft and nets in use today.

In more recent times, deficits in meat production have added to the historical importance of fish in the Peruvian diet. It does not follow, however, that any sizable market exists for imported fishery products. On the contrary, it seems certain that Peru will continue to be an exporter of frozen and canned fish, and their imports will reflect consumer taste preferences (salmon and sardines for example) rather than supplementary protein for the diet. In the 5 year period 1935-39 inclusive, the annual importation of canned and dried fish averaged 2,240,000 and 663,000 pounds respectively, and of this quantity, the United States supplied an average of 843,000 pounds of canned fish (sardines and salmon) and 117,000 pounds of dried shrimp annually. Total imports in 1948 totaled only 185,000 pounds, and in 1949, 73,000 pounds. This decline was accelerated by shortages of dollars.

Since most Peruvian fishery products are sold by pieces rather than by weight, the catch statistics are necessarily estimate, and usually on the conservative side. The catch has increased nearly ten times within the eleven year period, 1939 through 1949, to a total of 99,200,000 pounds. There is no evidence that any species is being overfished, and actually the catch may be expected to increase within the limitations of preservation and distribution facilities.

Almost every small food shop carries canned fish, usually four styles of packing; sardines in tomato paste (1 lb. flat oval); Bonito, "salmon" style (1 lb. tall); Bonito in oil (7 oz. round); and Bonito in tomato sauce (1 lb. tall). Turnover is slow, and in the absence of accurate figures, it is estimated that canned fish consumption within the country does not exceed 50,000 cases annually. Retail prices for bonito in ail average about 15 cents (U. S. currency equivalent) for the 7-ounce can.

For the most part, canning of tuna and bonito for export has been a postwar development which has nowhere near reached its potential size. The two species do not show much overlapping in distribution, the yellowfin tuna being taken in both northern and southern Peru throughout the year, but not common inshore along the central coast, while the bonito (*Sarda chilensis*) is abundant along the central coast from November through March, but seldom taken in the extreme north or south. In 1949 about 500,000 cases were exported, about 80 percent bonito and 20 percent tuna.

INSOFAR as the year 1950 is concerned, consumption of frozen fish, mostly swordfish, will only be about 220,000 pounds. This is due to a variety of causes which will require some years to obviate. First, is lack of adequate transportation; second, is relatively few outlets for distribution. Peru has developed so rapidly during the past two years that railroad and highway transportation, production of electric current, industrial and domestic water supplies, and telegraph and telephone communication have not been able to expand with sufficient rapidity, and these factors, rather than productive capacity, have limited expansion of the frozen fish business.

Although the Peruvian economy has strengthened considerably with respect to dollar balance during the past fiscal year, it seems unlikely that any sizable import permits will be issued for purchasing fishery products when construction materials, machinery, and farm implements are so urgently needed. Also, sterling balances can be used more conveniety for purchase of sardines, dried cod, and other desired products from Spain, Italy, France, and Norway.

ECUADOR

ECUADOR extends 100 miles north and 400 miles south of the equator. The population was estimated in 1948 at 3,362,000. Of this number, from 250,000 to 300,000 live in and around the port of Guayaquil.

The Ecuadorian economy is based on agriculture and is dependent on imports for most types of manufactured goods. All imports into Ecuador are subject to exchange controls. Import permits must be obtained from the Central Bank, which is the only agency authorized to issue permits. When the import permit is issued, the dollars are granted, as explained below.

There are three classes of commodities under the import permit system: List A is designated "essential," List B "useful," and List C "non-essential." An import permit for items listed under either A or B carries with it permission to buy the necessary dollars from the Central Bank at the rate of 13.50 sucres per U. S. dollar. Import permits for

(*Continued on page 23*)

A view of the recently-installed $350,000 network of slips and ways at Campbell's. Main office and other buildings of the roaring yard are in background.

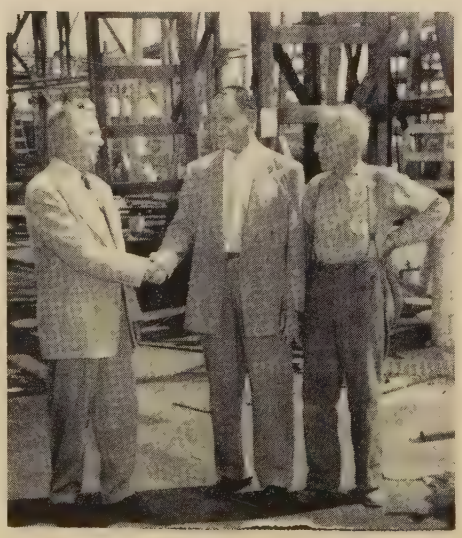
Shipbuilding's BIG BOOM!

Starting as a Dinky Little Machine Shop in 1906, Campbell's of San Diego, California, has become a $750,000 Shipyard

By JOHN SPRINGER

IF, on a bright September day back in 1906, when San Diego, California's, sun-browned, bull-shouldered brothers, George E. and David C. Campbell, began their shipbuilding careers in a dinky garage located at the corner of Front and I streets, a waterfront prophet had predicted that their business one day would reach the $750,000 mark, such futuristic appraisal probably would have caused neither to scoff or gaze open-mouthed. Indeed, in view of what has amounted to a lifetime of confidence in each other's ability, this sort of soothsaying possibly would have dredged from them merely an absent-minded nod of agreement, and a quick return to whatever job was occupying them at the moment.

Today, with five-and-one-quarter acres of shipbuilding equipment, five sprawling buildings and a yard bustling with cranes, trucks and 140 employes to look after, the job seems to cause no more strain on their tempers than operation of the little peanut stand that they started 44 years ago, on $3,500 in savings and loans. Briefed down, much of their success can be traced to the fact that each considers the other the finest craftsman of his kind to be had, and, as the result, each has gone his own way within his official bracket without opposition to the other. George, to Dave's way of thinking, knows precisely what he is doing as handler of the finances and overall business management; Dave, so far as George is concerned, is the country's most outstanding General Superintendent of shipyards. "That's Dave's department," or "that's George's baby" are remarks as familiar to San Diego's score or so of pioneer fishermen as the struggles of a hooked tuna.



Patron, Builder, Designer

Joe Rogers of San Diego, California, shakes hand of George Campbell (center) on plans for construction of Rogers latest order, a clipper to be built on same plans of Rogers' *Navigator*. Manuel Madruga (extreme right), will design the huge ship.

More gratifying to their families and friends yet is the fact that their organization has been built entirely through their own efforts. They own Campbell Machine Company at the foot of Eighth Avenue in the Border City, as co-part-

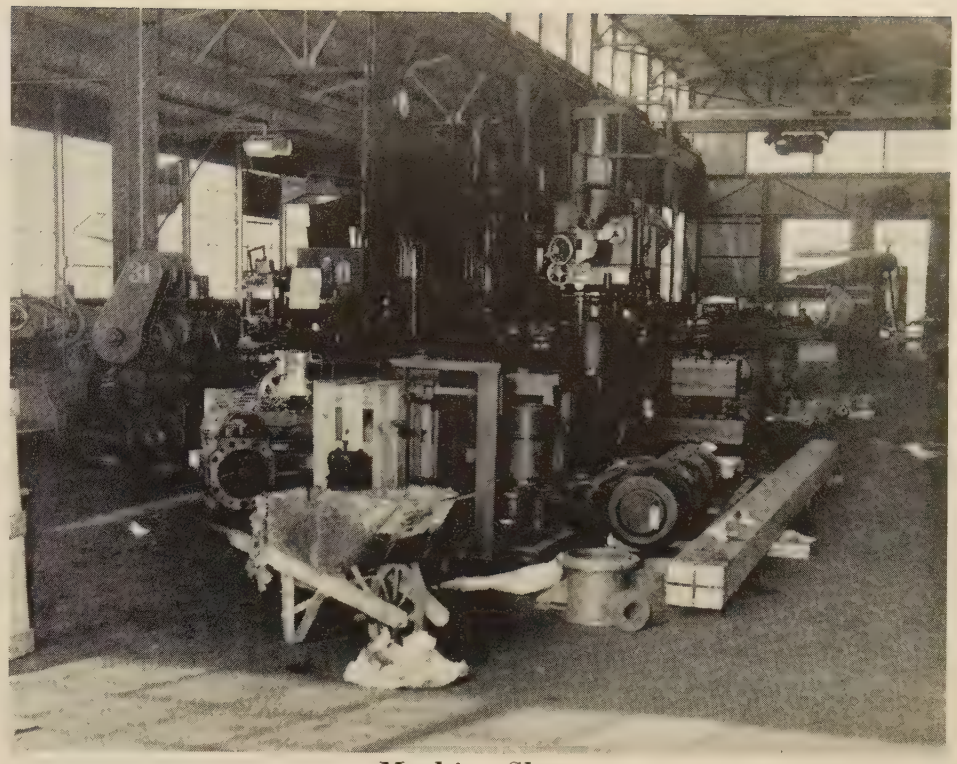
ners, and there has never been a scrap of legal binding between them. The big yard's a maze of activity and has become nationally-recognized as a place that turns out the ultimate in correct and efficient machining, to say nothing of running up some of the most successful tuna clippers in the fleet. Despite the overall program of line-hewing, as seen in their management of the roaring yard, however, the brothers are as different, with exception of their mutual interest in shipbuilding, ranching, and horse-raising, as night and day.

Dave and George are both Americans of Scotch ancestry; Dave, in fact, was born in Edinburgh, Scotland, although educated in San Diego schools, after his parents migrated here in 1886. Dave was born on July 24, 1884, and George, who was born on September 16, 1888, squalled his way into the world in the Border City, where he also was educated. Dave went through grade and high schools, however, George, who even as a boy showed a typical Scotch canniness where a buck was concerned, preferred to leave the halls of learning at termination of his eighth grade period.

Their father, John, was a general contractor, and monuments to his building stand in San Diego today. Some of the structures erected by the shrewd Scotch craftsman were the county jail, and San Diego High school buildings, with exception of the Assembly Hall. Before his father had leaped into his later building eminence, however, George took a job with the Spreckels interests. During those days, the Spreckels organization maintained an auditor each for a number of enterprises, and George's job entailed aiding the auditor in charge of holdings such as San Diego Electric Railway and San Diego-Coronado Ferry Company. It is no small testimonial to his financial acumen that, within a short time, he was named Assistant Auditor to his mentor. "I learned," he recalls, "how to handle nickels and dimes during those days. And, believe me, when Dave and I went into business, it came in handy." Later he was taken into his father's firm, as majordomo of the books, an experience that he looks upon today as a sort of finishing school process. "My dad was a stickler for correct accounting," he explains. "He could certainly make the records tally!"

Dave, at this juncture, was learning his trade at the West Coast Gas Engine Company. One of this organization's old buildings still stands at the corner of Columbia and Market streets. Patient and tireless in absorbing the intricacies of both precision and heavy machining, he soon became known as one of the best men in the business. Out of a clear sky, however, he decided one day to take in some of the country, and so left for a junket that encompassed the whole of the United States. Then one day in 1906, he came back to town, hurried George into conference, and so was born the first Campbell Machine Works. The present Union Ice & Cold Storage Company housed this first venture. On money borrowed and saved, the brothers managed to lay in a lathe with drill press, an emery stand and other equipment, and the fireworks started.

(*Continued on page 26*)



Machine Shop

A contrast to the dinky little garage which first housed the big Campbell yard is today's machine shop, located in same building that also provides office space. Here, pioneer fishermen agree, is home of some of the finest machining available.

Customer

The *Atlantic*, built for M. O. Medina of San Diego, California, by Campbell's, returned for another face-lifting last month.

Pan-Americ

Skipper and Owner

Manuel Gonzales, skipper, and Bob Borer, owner, of the trim *Sun Jewel*, talk it over aboard the vessel.

SOUTHERN QUEEN

The *Southern Queen*, a beautifully converted purse seiner, hove into San Diego, California's embarcadero last month in record time. She caught a great catch in a matter of thirty-eight days and her skipper, Johnny Rippo ("Rip" to his friends), says the craft ran into nothing but excellent weather.

Sun Victoria

Ed Varley, skipper, (left), and Archie Easley, Chief Engineer, of *Sun Victoria*.

The vessel is a 170-footer, and do those boys keep her shining from stem to stern!

RENOWN

Bob Alcott, skipper of the sleek *Renown*, has two sets of brothers among his crew. They are the Stockman brothers, and Mitrovich brothers, Lou and Charlie. One of Bob's proudest boasts is that he has not had a change in his crew membership in two years. Incidentally, Richie Sweitzer, another of Bob's crew, had an anniversary last trip. Nope, it had nothing to do with a wife. Richie was celebrating one full year on the big clipper. The *Renown* is

Successful

Elmer Massa, skipper, (left), and Cleo Hartley, Chief Engineer, of the successful clipper, *Sun Venus*. Last trip was Cleo's first aboard the *Sun Venus*.

Pleased

All work done until next trip. Standing (left to right), are Frank Corrao, Carl Corrao, Dick Zollezzi, Nacho Gomez and Julius Chiappe. Front row (left), F. A. Carrillo and Anthony Santos. The boys are crew members of the big greyhound, *Southern Queen*.

a 280-ton clipper, and she unloads in San Pedro. Last trip she was out for 42 days. Back to Charlie Mitrovich: Charlie says on one of their trips out a 11-foot sailfish leaped aboard the ship. It died, but they brought it back to San Diego. The finny athlete leaped aboard just off Cortinto Nicaragua. Is it true, Herman Hawkins, that you are the world's best authority on doughnuts?

VIRGINIA R

One of the wierdest accidents in tuna clipper history occurred to the *Virginia R*, last month. Manuel Ribeiro, skipper of the trim National Steel & Shipbuilding Company's clipper, says the vessel ran aground at Horseshoe Shoal, and, after pumping fuel and water from her port side, they finally, as a last resort, had to cut down her mast.

SUN JEWEL

The 65-foot *Sun Jewel* has a new own-

n Greets the Fleet!

er. He is Bob Borer, also owner of "Ye Olde Copper Kettle" here in San Diego. Manuel Gonzales, of course, is the skipper of the craft, and she carries an eight-man crew. Says Bob: "I just can't get used to doing business in the middle of the ocean!" This is Bob's first contact with the commercial fishing business, and, now that he is in it, he is willing to agree that the industry indeed is Big Business!

LIBERTY

Captain Joe Silvera of the *Liberty* reports that his clipper went aground last month at Santa Maria Bay, during a soup-like fog. Her rudder was damaged. The *Liberty*, at the time, had a good start on their catch aboard. The *Liberty* was towed into port by the *Pacific Retriever*. Captain Joe fishes for High Seas here.

LINDA JO

The *Linda Jo* unloads at San Pedro. She was out 33 days last trip. Manuel Falante is skipper. Tony Sousa is ship's chummer on the 160-ton 120-foot clipper. Last time out they ripped their net, and the bait escaped. Bob Botham is the navigator.

SUN HAWK

The *Sun Hawk* really made a trip! The 130-ton clipper brought in a big load in 11 days. The skipper, George

(*Continued on page 28*)

Crippled Greyhound

Workmen put the finishing touches on a new mast for the *Virginia R*, replacing old one that was removed when clipper ran ashore at Horseshoe Shoals last month.

Contented

A group that gets along either aboard the vessel or ashore is the crew of the big *Renown*. Left to right, Ed Gorman, Lou Mitrovich, Bob Alcott, skipper, Charlie Mitrovich and Bill Kates, engineer.

Pause

Crew of the 200-ton *Sun Padre* take out a few minutes. Left to right (standing), Harold Peterson, navigator; Manuel Correia, skipper; Charlie Ward, Yutaka Sugimato, Frank De Jesus. Bottom row (left to right) Joe Rodrigues, Joe DeJesus, and Arthur Coito.

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Press-O-Grams

With HAP HOLLIDAY and PHIL BERTRAM

Guests and Hosts

Guests of Hap Holliday (extreme right) and Phil Bertram (next), last month aboard the *White Star* were Bob Rittner and Byron Avery. Rittner is Sales Manager for San Diego, California's, Altes Brewing Company, and Avery is Advertising Manager of the organization. The agenda included luncheon aboard the big clipper. The Altes group recently signed as sponsor of Hap and Phil's popular radio program, *Voice of the Fisherman*, heard Sunday nights on radio station KSDO, San Diego.

The tuna clipper, *Virginia R.* went aground on the beach at Magdalena Bay. The crew had the situation in hand in no time, and quick thinking on the part of everyone saved the vessel from total destruction. The engine room was quickly sealed, which helped its buoyancy, and finally the mast had to be cut off in order to right vessel. . . . *Matt Monise*, pioneer member of our fishing industry, has started something new. He is the public relations representative along the waterfront for De Falco's market. That is just the job for Matt, because, as everyone knows, he has the right personality for meeting people and making new friends. Congratulations and good luck Matt.

Mr. and Mrs. M. O. Medina invited several young set members for a cruise on their yacht, followed by supper at La Jolla Cove, as a courtesy to their attractive young house guest, *Miss Carmen Azevito*, of Gloucester, Mass. We've heard that everyone had an enjoyable time.

Alvin Rosa departed with his *Lusitania* after a seven week stay in port. During this period damages to the boat were repaired due to the fact that she had the misfortune of going aground last trip. We hope Alvin makes a fast trip this time to make up for those lost weeks. . . . *Manuel Silva*, skipper of the *American Girl*, is spending an extended vacation in Medeira, Portugal. He made the trip with his sister and brother and writes that things have sure changed since he was there thirty years ago. He has no idea just when he will return but sends regards to all his friends here at home.

Johnny Tasso of the *White Star*, entertained about twenty guests for lunch aboard the clipper during his last unloading period. Everyone is still talking about those thick juicy steaks. Johnny stayed ashore this trip and it is his first vacation in ten years. The *White Star* went out in the capable hands of *Red Briegante*.

Two men who had been aboard the fishing vessel *Del Mar*, were rescued by another boat after the *Del Mar* sank six miles southwest of Catalina Island. No one was lost. Coast Guard flyers from San Diego sighted the men after one of them had radioed from the boat that "I'm sinking and will have to abandon in two minutes." The Coast Guard search began immediately. One of the men was sighted on a life raft and the other in a row boat. They were picked up by the *Soya*, which was two miles away when the distress call was made. The men were to continue to San Pedro, aboard either the *Soya* or a Coast Guard cutter from San Pedro. Names of the men and the home port of the *Del Mar* were not learned immediately.

A fisherman fishing salmon off San Francisco picked up twenty-four survivors from the ill fated hospital ship *Benevolence*. The man was fishing alone and had four hundred and fifty pounds of salmon aboard. He threw his catch over the side and worked five and a half hours picking up survivors. He said it was the hardest he had ever worked in his life, due to the fact that he had to steer the boat, maintain different speeds and pull the people over the side all at the same time. He said if he had been pulling in that many pounds of salmon he would be a rich man today, but I guess in times of emergencies such as this one sets the dollar sign aside when human lives are at stake.

Walker Atwell went all out to aid the San Diego speedboat club in their recent boat meet, Walker made his tender available to the three news reel photographers who covered the race for Dave Thompson of the San Diego, California Club.

George and *Dave Campbell*, who have been searching for a suitable landing craft for yard work have finally purchased one from Drake and Bullen. They will have to ship it from a northern port. Speaking of the Campbells, George tells us that the lumber for *Joe Rogers* new tuna clipper is almost a certainty now. The difficulty lay in finding timbers from sixty to hundred and fifty feet in length.

Arnold Fernandez, waterfront representative for Coast Equipment Co., has re-donned Uncle Sam's colors for a while. Also *Skinny Scantland*, recently of the *Senorita*, is now back in his chief's uniform at the naval training station.

Janis Marks, fleet manager for Westgate-Sun Harbor, has been in Tacoma, checking on two new boats being constructed by Peterson for the cannery. The *Golden Glow* will be for *Frank Fernandez* and associates, and the *Miss California* will be for *Manuel Sousa* and associates. . . . *M. O. Medina* is having two new wooden clippers constructed at National Steel and Shipbuilding. The boats will fish for French Sardine, but skippers have not been announced yet. . . . *O. W. Martin*, now on the *Mermaid*, will skipper the newly designed clipper being constructed by *Al Davies* and *Arne Strom*. Cannery as yet is unannounced.

Tony Francisco and associates new boat was recently launched. It is scheduled to fish for French. . . . The *Cape Vincent*, *Vincent Gann* and associates new boat also fishing for French will be in port shortly. . . . All in all there are nineteen new tuna clippers either under construction or completed. . . . The tuna boat, *Sun King*, rescued a navy pilot when he made a forced landing in the ocean twenty-five miles south of Coronado Islands. . . . Necessity is the mother of invention, so says *Joe Medeiras*. The other morning Joe found that the water main in his neighborhood had broken, and there would be no water available for coffee or shaving. After wracking his brain for a few minutes, Joe finally went to the refrigerator, emptied all the ice cubes in a pan and proceeded to melt them on the stove. Joe said it was the best cup of coffee and the smoothest shave he had in a long time.

(*Continued on page 26*)

In This Issue

(*Continued from page 3*)

agreed on its part to negotiations intended to restore the balance in the agreement through revision of the new Mexican rates on items not previously included in the trade agreement. These negotiations were begun in April 1948.

"Since it has proved impossible to achieve a mutually satisfactory revision of the agreement, the two Governments have consequently agreed that it should be terminated."

"Very truly yours,
"AMERICAN TUNABOAT ASSN.
"Harold F. Cary,
General Manager."

EBB'N FLOW

(*Continued from page 10*)

based on a study by Howard G. Freas, rate consultant, in 1944 for the U. S. Maritime Commission. In 1948 the Maritime Commission approved the segregation formulas proposed by Freas for the distribution of wharfinger charges between a vessel and the cargo and between the services furnished to each.

Formula:

According to the Los Angeles Harbor Commissioners, and using 1948 tonnages, the Freas formula called for 67 cents a ton rate to return only 5 per cent on the harbor investment. According to his formula the cost for handling cargo in Los Angeles harbor is 53 cents a ton. The new tariff will return to the harbor only 47 cents a ton based on the 1948 tonnage. According to the commission "the proposed principal wharfage general cargo rates at Los Angeles harbor, therefore, are entirely justified by (1) the financial needs of the port, (2), the financial requirements of competitive ports and terminals, (3) the carrying out of the spirit and intent of the agreement of the California Association of Port Authorities."

SPECIES

Anchovies:

At least three distinct local populations of ocean anchovies inhabit the waters off the Pacific coast, according to Dr. J. L. McHugh, assistant marine biologist at the University of California's Scripps Institution of Oceanography, La Jolla, California. One population is found between Monterey and British Columbia, another between Point Conception and Cedros Island (off Baja California), the third between Cedros Island and the southern tip of Baja California. The stocks do not intermingle completely. The differences between the populations, although quite distinct, are so slight that they can be detected only by special methods. The distinction is made by means of statistical studies of counts of vertebrae, fin rays, and gill rakers. The anchovy has sometimes been considered as a possible supplement to the sardine catch. At present it is used as bait and for canning. Very little is known about its life span, food, or movements. The present studies show that anchovies from Nothern and Southern California are different, and establish the presence of a third distinct population off Baja California. In addition to the ocean anchovy, two other species of anchovy occur in the bays of California.

SALMON

Experiment:

Nucleus of an even-year pink salmon run may have been established on Puget Sound (Washington) as a result of an experiment conducted by the state department of fisheries. For a reason not yet understood, the commercially important pink or humpback salmon "run" appear only on odd-numbered years in Washington streams. On even years, as few as 200 have been caught by commercial gear, contrasted to the 7,000,000

(*Continued on page 20*)

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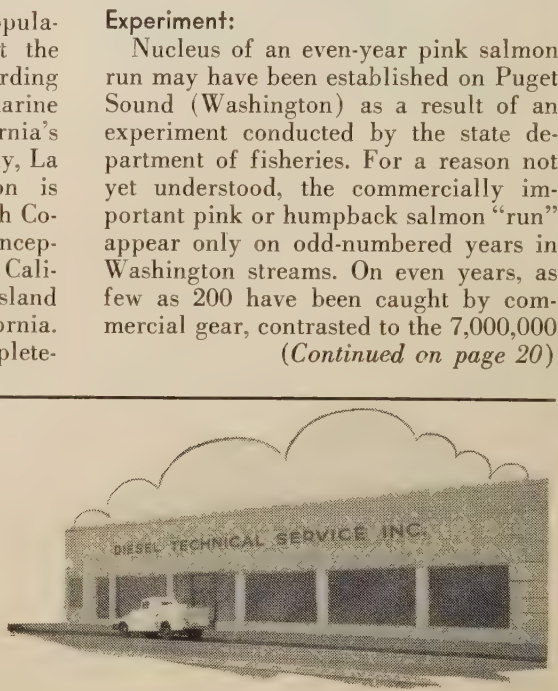

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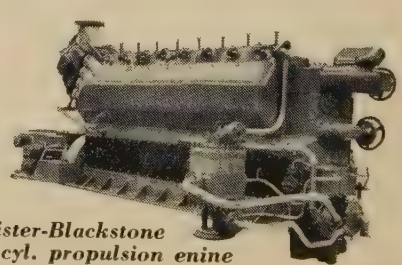

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EBB'N FLOW

(*Continued from page 18*)

taken in 1949. In British Columbia and Alaska, however, the pinks utilize the streams annually for spawning, and it was in hopes of transplanting one of these races to Puget Sound that salt water rearing of the species was attempted in 1949 using eggs from the 1948 Lakelse, B. C. river escapement. More than 300,000 pinks were reared to the age of two months—itself an important stride in salmon rearing technique—at the Bowman Bay marine biological station, and last year in northern Puget Sound. Some were marked to check their return the following summer.

Adults:

The 1950 commercial fishing season soon proved that the plant was producing adult fish. By the end of August, more than 8,500 pinks had been taken in the sound by commercial gear. In the first week of September, 33 pinks were seined from Bowman's bay and transferred back into the ponds where they had been reared. Another 300 were reported below the hatchery racks on the Samish river. Eggs from the females will be propagated at the Samish river hatchery and used in continuing the experiment next year. The department, according to Director Alvin Anderson, also is negotiating for a million additional eggs from the Canadian fishery. Chief Biologist Norman Riddell said that full analysis of the experiment will not be available until the spawning escapement is completed, but that the high percentage of marked fish among the pinks which already have shown indicates that the department, for the first time in 30 years of trying, has been able to successfully plant pink salmon from even-year runs. Similar tries with eyed eggs and fry in 1922, 1924, 1928, 1930, 1944 and 1946 failed to produce visible returns. Eventual success, Riddell said, will depend upon further development of saltwater rearing procedures, including diet and disease controls. "The returns this summer are linked with the fact that we were able to plant healthier, older fish which had a better chance of survival than previous lots," he said. Because pinks leave their stream homes for sea soon after emerging from the gravel, it has been impossible to satisfactorily rear them to larger size in freshwater hatcheries.

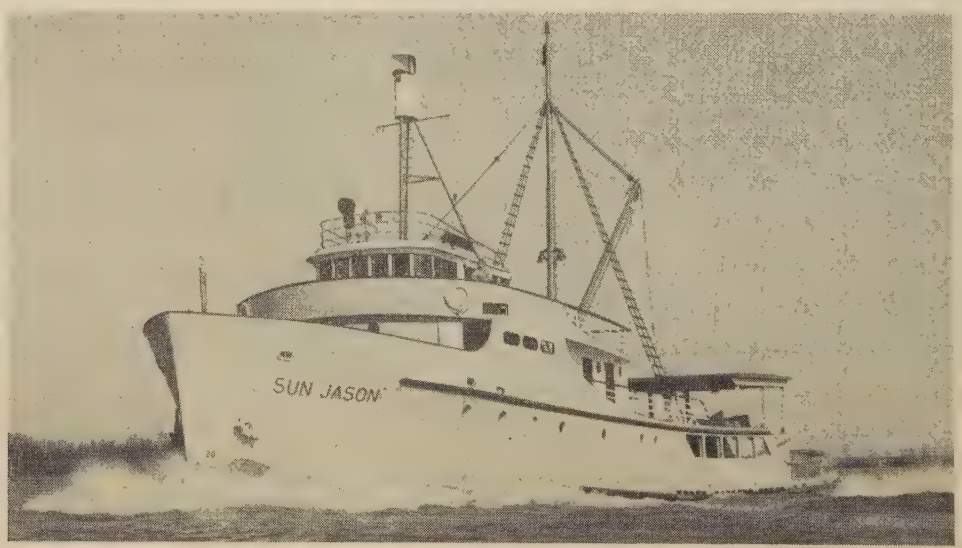
FISH & WILDLIFE

Henry O'Malley:

The U. S. Fish and Wildlife service vessel *Henry O'Malley* returned from a trip to the Phoenix Islands on August 30. The director of the Pacific Oceanic Fishery Investigations, said that the ship, which departed from Honolulu on July 1, was forced to curtail the cruise and return two weeks earlier than planned because serious leaks developed in the hull. An important feature of the trip was the scientific observations which were taken. In connection with the study of the productivity of the central Pacific Ocean, a water temperature series was made from Midway Island to the Phoenix Islands and back. These will make it possible to determine for the cruise period, the positions of the main oceanic currents. Biological data recorded include material related to the migrations, spawning and food of the tunas. Careful measurements of the tunas caught may make it possible to determine if the fish far to the south of the Hawaiian Islands may get north or east to be caught in the Hawaiian or Mainland fisheries. The early part of the voyage, which took the vessel on a bait scouting trip through the Leeward Islands as far west as Midway was moderately successful in that fair quantities of bait fishes were found at Midway. Smaller quantities of bait fishes which could be used for catching tunas were taken in the lagoon of Canton Island in the Phoenix Group. Weather which had been favorable for tuna fishing in the Phoenix Islands during July, while the research vessel *Hugh M. Smith* was in-

(*Continued on page 22*)

fame makes the name



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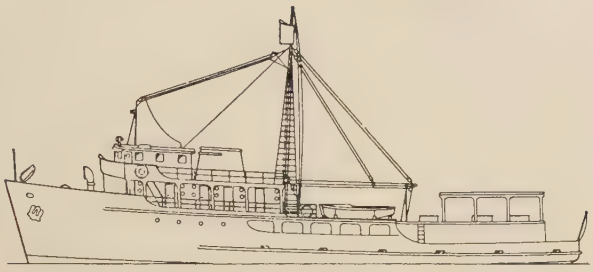

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EBB'N FLOW

(*Continued from page 20*)

vestigating the area, changed at about the time the *O'Malley* arrived, and during operations there were winds generally too strong for pole and line tuna fishing from a clipper type vessel. In addition to the poor weather, tuna were difficult to catch. The few schools fished provided a catch of 3500 pounds.

NEW QUARTERS

Transfer:

Transfer of all repair activities to their plant No. 1, following the fire in mid-August which completely destroyed plant No. 2 of Western Boat Building Company, Tacoma, Washington, without more than a day of delay, was reported by M. A. Petrich, founder of the firm. Although suffering more than a two-million dollar loss, the firm was able to make the immediate transfer of work to their plant No. 1 because its facilities were currently being used and no vessels were under construction on the ways. Lost in the fire was a 98-foot tuna clipper nearing completion as well as a large number of Fairliner pleasure craft in various stages of final construction. The main and auxiliary machinery for the tuna clipper were either in the vessel or at the plant and were total losses. At the Western Boat Building plant No. 1 the firm has complete repair and construction facilities and two marine railways, one of which is 150' x 35' capable of handling vessels up to 600 tons. During the past war this plant as well as the one which burned were used to build and repair vessels for the armed services. Only a limited amount of space will be used to re-establish Fairliner pleasure boat production in plant No. 1, since the plant is being readied for a considerable amount of commercial construction scheduled to start this fall. A new program of dock-side work on ocean going vessels is also announced by M. A. Petrich for which the firm has complete facilities and equipment. Currently Western Boat is carrying out a number of repair contracts.

NEW REGULATIONS

Orders:

Alvin Anderson, State Director of Fisheries, Olympia, Washington, announced the promulgation of an order affecting the commercial salmon fisheries in the waters of the Puget Sound sockeye salmon fishing area. The following changes were noted:

1. Changing the weekly closed period for the taking of salmon by all gear with the exception of trolling gear in Puget Sound waters outside the Initiative 77 Line from 12:00 midnight Saturday to 12:00 midnight Sunday to *from 12:00 midnight Friday to 12:00 midnight Saturday*. This change in weekly closed periods shall not take effect until after the sockeye salmon commission relinquishes jurisdiction. Anderson stated that this change in weekly closed periods was due to the fact that fishermen were unable to obtain supplies on Sundays.

2. Allowing a tolerance of 5% of undersized salmon taken in Puget Sound and ocean waters by purse seine, gill net, reef net and salmon beach seine gear from September 1st to November 30th. Salmon taken under this tolerance to be utilized for canning purposes only.

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In explanation of this regulation the director stated that the canner had requested a 10% tolerance which the Department had felt too high but that the 5% was granted because it is inevitable that a minor destruction of undersized fish in normal commercial operation and that the fish should be used rather than thrown overboard and wasted.

3. On and after September 1st the commercial salmon fishery for all species including sockeye salmon shall be lawful in waters of the Pacific Ocean outside Cape Flattery.

Enterprise Engine and Foundry Company, long identified as a leading manufacturer of marine and stationary diesel engines, process machinery and commercial oil burners, has changed its corporate identity to Enterprise Division, General Metals Corporation, with Paul I. Birchard named Vice President and Manager, according to an announcement by William E. Butts, head of Enterprise operations. The change became effective upon the consolidation of Enterprise with two other nationally known manufacturing concerns, Adel Precision Products Company of Burbank, California, and General Metals Corporation, with California plants located at Los Angeles and Oakland and a third at Houston, Texas. Butts, who was named president of the new corporation, also announced that there will be no change in the existing operations or policies of any of the divisions. Enterprise, located at San Francisco, manufactures a wide range of diesel engines for both marine and stationary use, various types of process machinery, in addition to a line of commercial oil burners. The Adel Division manufactures an extensive line of hydraulic, fuel and de-icing equipment for aircraft in addition to hydraulic control equipment for industry, while the Metals Division is widely known for its foundry work in producing forgings and castings at its various plant locations.

Officers of the new corporation, in addition to Butts as president, are William A. DeRidder, long time head of both General Metals and Adel, chairman of the board, W. E. Clayton, Jr., secretary and Roy C. Menzel, treasurer. Principal officers of the Adel Division are Richard A. Stumm, vice-president of manufacturing and Fred T. Miller, vice-president of engineering and sales. For the metals division, Frank L. Stamm is vice-president at the Los Angeles plant, Harold W. Schmid at Houston, with Philip C. Rodger named vice-president and manager of the Oakland works. Corporate offices of the newly formed consolidation are now located in San Francisco.

New Exec

Paul I. Birchard, new Vice-President of Enterprise Division, General Metals Corp.

•

ROUNDUP

(*Continued from page 11*)

"C" items do not include authority to purchase dollars from the Central Bank. Such dollars must be purchased in the free market, at rates which have fluctuated from 16.50 to 18.50 sucres to the U. S. dollar during the past 18 months. Fishery products are on list "C," except canned fish which is on list "B." Since list C items cannot be imported with Central Bank dollars, the full C.I.F. value of the shipment in dollars must be deposited with the Central Bank at the time the import permit is issued.

Visits to several public markets in June 1950, showed that supplies of fresh fish and shellfish were adequate. Most small fish weighing less than two pounds are sold by the piece without weighing. Since ice is used sparingly, most of the fish and shellfish are sold within 12 hours of being caught. Most fishing is done with hook and line from canoes, or reed floats. The principal fishing ports in the Guayaquil area, other than the estuary and bay of Guayaquil, are Salinas, Libertad, and during the dry season from June to November, Ayangue and Entreda. At other seasons, roads to the latter are impassible.

There is a tremendous fluctuation in prices for fish and shellfish in the markets, not only seasonally, but from day to day. This is due to the lack of refrigerated storage facilities so that all fish must be sold as soon as possible. Prices drop sharply when supplies are abundant and rise steeply on days of scarcity. The lack of processing plants, either canning or reduction, contributes to the general instability of prices.

ECUADOR has not been a net importer of processed fishery products, and seems likely to continue to be in spite of proven tuna resources in the Galapagos. There appears to be no like-

(*Continued on next page*)

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ROUNDUP

(*Continued from page 23*)

lihood of establishing any canning facilities during the remainder of 1950. No dried or salted fish was being imported during the first half of 1950, but adequate supplies were being produced both in Ecuador proper, and especially in the Galapagos Islands. Species commonly used are sharks, bonito, and albacore.

Although a fairly wide selection of fishery products was imported in the prewar period, 1935-39, the actual quantities were relatively small and only sardines reached a respectable amount, varying between 750,000 pounds and 1,500,000 pounds annually. Imports from the U. S. averaged a little better than 880,000 pounds per year.

Post-war import statistics are available only for 1946-47, and do not show the volume of present business. Considering the data at hand, it is evident that the demand for anchovies, smoked herring, shrimp, crabs, lobsters, and caviar is very light, and the total dollar value for each, except caviar, is less than $1,000. Only two other categories, in addition to canned sardines, are represented in sufficient volume to warrant interest on the part of United States processors: miscellaneous salted and canned fish. The former, now supplied by Peru to the extent of over 148,000 pounds in 1947, is known to consist mostly of shark and bonito. Canned fish consists of such items as mackerel in various forms, fish roe, and other specialty products.

Data for 1946-47 show a rapid recovery in sardine imports, so that the 1947 figure of 767,000 pounds is approaching the 1935-39 average of about 1,162,000 pounds annually. However, the quantity from the United States has declined from 83 percent (5-year average 1935-39) to 61 percent (average 1946-47). The chief United States competitors have changed from Japan and Spain (prewar) ot Canada, Venezuela, Peru, and Norway.

ECUADOR'S problem with respect to imports from the United States is the now familiar one of limited dollar exchange. With the possible exception of sardines, Ecuadorians prefer to turn dollars into automotive products, machinery, tools, household equipment and supplies, and synthetic materials. The probability is remote that any unusual demand for fishery products will develop.

VENEZUELA

VENEZUELA (population estimated at 4,397,918 in 1947) holds a unique position among South American countries in having no funded debt, no property taxes, unrestricted importation of products from hard currency areas, plus the fact that the National Treasury receives an income from petroleum production amounting to between one and two million dollars per day. However, since petroleum became the No. 1 industry, the food economy has become unbalanced by movement of labor from farm to industry, so that at present there is scarcely a food category in which the country is self-sufficient. The more important shortages are in basic commodities such as meats, flour, beans, rice and edible oils. The combination of relatively high dollar income, low taxes, and dependence on imported food products, makes Venezuela one of the more important South American outlets for processed fishery products.

At the moment (June 1950) almost every existing kind of processed fishery product is available in Venezuela. Frozen foods are very sparingly distributed, being found chiefly in the petroleum areas, and in sections of cities, such as Caracas, where there is a considerable foreign population.

With respect to frozen fishery products for general consumption, there is definite prejudice against them, and outside of the foreign colonies, they are

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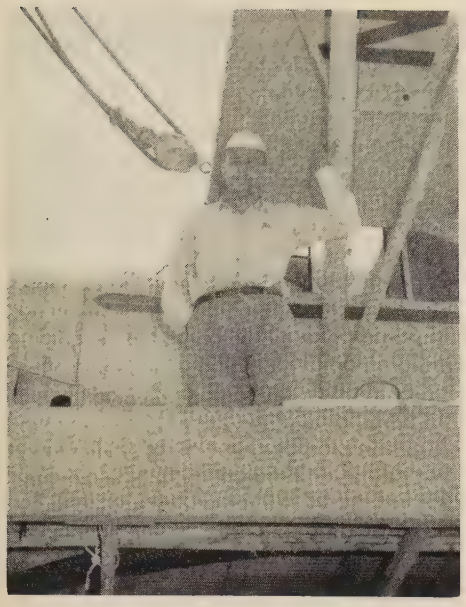

Skipper

Vernon Bowman, kipper of the big *American Beauty*, stands for a photo beside the vessel's Piper *Cub* plane. (See "*Pan-American Greets the Fleet!*)

•

sold only during periods of scarcity of fresh fish. The 1949 exports of fishery products from the United States to Venezuela totaled 2,166,300 pounds valued at $1,031,200. In quantitative order, the first four products were: 1. Canned Sardines; 2. Canned Salmon; 2. Canned Tuna; and 4. Canned Shrimp.

PECULIARLY enough, the No. 1 item, sardines, also occupies first place in the fishery products exported by Venezuela. Sardine canning is an important industry in the Cumana-Coufo de Cariaco area. There are nine canneries located along the Gulf of Gariaco from Cumana eastward.

Although the principal product is sardine in vegetable oil, a few cases of frigate mackerel (cabella), Spanish mackerel (carite), and roe (mostly jurel or crevalle) are also packed. The Venezuelan fish canning industry has requested the Government to provide protection from imporas through an import duty of roughly 30 cents per pound (U. S. currency equivalent); and by a subsidy in the form of a "fish dollar."

The problem of sanitary regulations for inspection and control of imported processed foods is a thorny one for all South American countries and especially for Venezuela, because of the quantities and diversified products brought in. At the moment consideration is being given to requiring a certificate from the country of origin stating that the product complies with standards of quality for food products consumed within that country.

BRAZIL

THE Brazilian fishery picture is similar to that of Argentina, Uruguay and Paraguay. Imports and foreign exchange are under rigid government control. Available dollars are used for imports other than canned fishery products. Practically no canned fish have been imported into Brazil in more than a year. There is no indication of an immediate change in these conditions. Brazilian imports and foreign exchange are controlled by two offices in the Bank of Brazil. Imports from hard currency areas are permitted only for products appearing on a list published by the Bank.

No fishery products are included on the list. There is a growing barter trade in which certain items are imported in exchange for exports of slow-moving Brazilian products. Barter deals with hard currency areas are generally limited to products appearing on the list. Dry, salted codfish has been the major Brazilian fishery import—about 44 million pounds a year or about 95 percent of total imports. Prior to the war, Newfoundland was the principal supplier but since 1948, Norway, through a coffee exchange arrangement, has taken over this business. In pre-war years, imports of fishery products other than dried cod, averaged about 2.6 million pounds annually. About 62 percent of this came from Portugal.

THE United States supplied only about 1 percent of pre-war sardine imports, these chiefly California sardines in tomato sauce. Canned salmon was the only other significant U. S. export to Brazil. A few cans of red salmon were observed in some retail stores, but at prohibitive prices—more than $3.50 per one-pound tall can (U. S. currency equivalent).

In 1949, because of import restrictions, less than 300 pounds of sardines entered Brazil. The Brazilian market is now being supplied by local production. Much of the pack, however, contains scales and is decidedly objectionable to the consumer. In Rio de Janeiro, fish prices were high compared with meat and other staple articles of diet. The better grades of fresh round fish sell for the same price as filet mignon—about 50 cents per pound (U. S. currency equivalent). Cheaper types of fish retail for more than cheaper cuts of meat. Norwegian cod, boned, with skin on, was retailing for 53 cents per pound. Brazil is not an exporter of processed fishery products. In 1949, exports totaled only about 700 pounds.

Other than a sintary inspection, there are no special requirements which imported fishery products must fulfill.

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BIG BOOM!

(*Continued from page 13*)

DUE to an increasing amount of business, mostly from pleased customers, the brothers were forced to move to larger quarters by 1910. This point of operation was located at 1040 First Avenue, scene of the current Pickwick Stage entrance. Business here was even better, if anything. The quality of workmanship turned out by the relentlessly detailed-minded Dave was becoming a byword, and, in 1918, following a short tenure on the San Diego waterfront, the company was moved to its present location. The era marked the building by the City of the bulkhead and tidelands fill-in operations, and here, for 25 years the firm has been steadily growing.

Much of this growth, which recently included installation of two fitting-out docks and slips at a cost of about $300,000, can be traced to an early appreciation for the brothers as shipbuilders by San Diego's pioneer fishermen. M. O. Medina, the Dean of Border City fishermen and a pioneer of the great, long-range tuna clippers, was a customer during those days. Campbell's, in fact, built Medina's *Normandie*, one of the biggest money-makers in the fleet. Mathew C. Monise, another pioneer in the industry, saw his magnificent clipper, the *Victoria*, slide off the ways at Campbell's, as did Joe Rogers take delivery of the *Navigator*, another gold-filled enterprise. Later boats include Joe Medina's *Queen Mary*, Frank Medina's *Bernadette*, and Joaquin and Carl Medina's *Mayflower*. All are wooden vessels, a type of craft favored by, and specialized in, at Campbell's.

Another craft that George and Dave like to recall was Baron Long's *Norab*, for "Baron" spelled backwards. In this work the brothers were able to put all of their shipbuilding knowledge, and the result was, and is, one of the world's most richly-appointed yachts. Wealthy owner of Los Angeles' Biltmore hotel, Long gave them free rein, with no expense spared. The yacht's beautiful, hand-carved interior and facilities is a wonder to behold. Taken over by the U. S. Government during the last war, it now is the property of a dough-heavy Sydney, Australia, businessman.

Both Dave and George are married; George has three daughters, and Dave one. The girls are all the wives of local men. George has four grandchildren; Dave none. George was married in 1914 and Dave in 1916, and one of their boasts is the easy friendliness with which all members of their families get along. So far as hobbies are concerned, the brothers share a common one: horses. Dave raises quarter horses on his ranch near Dulzura, California, and George, until its recent sale, owned a ranch near Dulzura, California, and George, until its recent sale, owned a ranch near Bonita Valley, California. "That's the only thing over which we argue," says George. "I raise race horses, and Dave can't see 'em."

An observer might add that they also raise fine ships. The biggest on their ways last month was the *Navigator*. The next of comparable size to come off will be built at a future date for Joe Rogers. The *Newcomer* will be 149-feet, and will cost Rogers and his associates about $600,000. Built on the lines of the *Navigator*, which Campbell's constructed for Joe Rogers, the new vessel will be around 5 feet longer than her illustrious model, which measures 143.6 feet. The new craft's crew and skipper has not yet been thought of, and her name is currently undergoing the hashing-out process.

CAPABLE of handling 500 or more employes, and equipment in commensurate figure, the Campbell yard is probably one of the most fluid, from a standpoint of general operation, on the West Coast. The brothers agree that this facility, more perhaps than any other, has aided them in establishing their reputations as shipbuilders. "We are able to move around," they agree. "In fact, we have the room to run truck trains completely around a clipper, when making repairs or building. Operation? Well, we keep our departments strictly segregated. Our warehouses, machine shop, carpentry shop, pattern shop and electric shops are run exactly as their specifications call for. In other words, there's never any clutter. Everything's in its place, including us."

PRESS-O-GRAMS

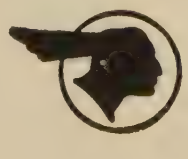
(*Continued from page 17*)

We and everyone at National Steel are wondering what could have happened to *Art Yeend* the other morning. He must have got out of bed a little late, and arrived at the plant half asleep, because upon his arrival it was noticed that he was wearing a pair of shoes as is the custom, but they just weren't mates. Art, you better explain this, as folks are wondering how you made it to work with your eyes shut.

Fred Holmes, skipper of the *Why Not* is one of several skippers having picked up baby albacore in the Guadalupe area. Fred reports he jigged a couple of the long finn weighing less than three pounds each. These were turned over to the Scripp's Institute of Oceanography for research purposes. The institute at the present time has a research vessel in that area. According to word received they have made a number of important discoveries regarding the habits and actions of the wiley albacore.

Van Camp Sea Food Company had an old cannery one day, and a new one the next. This statement sounds rather odd but the fact itself is an oddity. The new cannery building was erected over the old building as their packing operations continued in full force. For three or four days packing operations were carried on at a minimum while the old inner structure was dismantled. This is definitely something new in the way of

(*Continued on page 30*)



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PAN-AMERICAN GREETS THE FLEET!

(*Continued from page 15*)

Alameda, long with Andrew Silva, crew member, couldn't have been more pleased. Henry Medina got a kick out of the boat's little skiff. It's name is *Leaking Lena!* The craft carries a 11 man crew, and fishes for Westgate-Sun Harbor.

AERIAL

Sam Bertolino, skipper of the *Aerial* became ill, with a temperature of 105 last month. Frank Alitio, skipper of the *St. Anthony*, came to the rescue and helped get Sam to the Coast Guard, and on home. Sam was flown into San Diego from Turtle Bay. Bill Kostakos, crew member of the *Aerial*, and the rest of the crew are happy to express their gratitude for a deed well done by Frank and crew.

VENETIAN

The *Venetian* fishes for Van Camp; is skippered by Paul Zuanish. She's a 65-foot boat, and carries a 7-man crew, among whom is Andrew Zuanish, the skipper's brother.

MARINE GREYHOUND

The *Marine Greyhound*, 150-ton clipper, is skippered by Jimmy Nunes. He has been fishing for about 17 years, with a 11-man crew. They were out 49 days and came in with a good catch. The *Marine Greyhound* was formerly named the *Sea Witch*, and painted all black. Even now the clipper's speed boat carries the name *Little Witch*.

NEW HARBOR

This is a bit off my beat, however, it's such good news that I can't resist telling the story. John Bate, San Diego's genial Harbor Director, tells me that the M. H. Golden Construction Company will begin construction of four additional piers in Roseville's commercial boat harbor about October 15. A $34,794 contract with the Golden Co. will be signed by the Harbor Commission at a meeting late in the month.

Each of the piers will be 392 feet long and 10 feet wide. Under the recent land deal with the navy, the harbor department acquired two small docks adjacent to the Sonar School at Roseville. Each of these docks will be extended 238 feet to make them symmetrical with the other structures.

Berthing space for a fleet of 120 boats will be provided by the four new piers. Two recently completed piers of similar length now berth from 40 to 50 boats each.

Bate explained that the fishing boat piers were found essential to accommodate San Diego's rapidly increasing fishing fleet. A number of small boats already have changed their home ports from Newport, Long Beach and San Pedro to San Diego because of lower operating costs and greater proximity to the lower coast fishing banks.

Construction also is expected to be started on the 500-foot tuna clipper pier immediately west of the site of the new $5000 customs barge office at the foot of Date Street.

DOG STAR

Ill fortune marred the voyage of the *Dog Star* during the quest for albacore on the Guadalupe Island fishing banks. The fishing boat came into harbor with engine trouble and only 22 fish in her hold.

The biggest albacore catch of the day was 18 tons aboard the *Leaonard M.* The *Guiseppina* brought 14 tons and the *Danny Boy*, *Romar*, *Daisy Mae* and *Vosa* from 2 to 5 tons each. Also arriving was the *Linda Jo* from the southern fishing banks with a good catch of yellowfin and skipjack.

SUNSET

Saw Leo Angulo aboard the *Sunset*,

(*Continued on page 31*)

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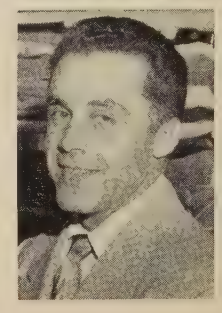

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Milady

By DOROTHY HARVEY

CALIFORNIA'S toothy little ocean denizen, the sardine, has developed a nation-wide fame as one of the tastiest and most economical foods. Further, at less than 25 cents a pound, it has the reputation of being listed among the lowest-priced high protein foods on your grocer's shelf. Sardines are a food that mixes well with a great variety of foods, as is evidenced by a recent program of recipes that I recently received. These were developed by the United States Fish & Wildlife Service, and they certainly emphasize the versatility of this prince of nutritious fish. Here's a couple:

CALIFORNIA SARDINE AND APPLE SALAD

1 pound tall can California sardines.
1 cup apples, diced.
½ cup celery, diced.
¼ cup raisins.
½ cup pure mayonnaise.
Salt as needed.
Lettuce.

Drain fish well and flake. Combine all ingredients except lettuce, tossing lightly to avoid breaking fish into too small pieces. Serve on lettuce cups garnished with apple rings or slices. Serve chilled. The recipe makes about six servings.

SARDINE AND NOODLE CASSEROLE

1 pound tall can California sardines.
3 tablespoons butter or other fat.
3 tablespoons each chopped green pepper and onion.
¼ cup flour.
⅛ teaspoon pepper.
½ teaspoon salt.
1½ cups milk.
½ cup grated cheese.
1½ cups cooked noodles.
2 tablespoons butter, melted.
½ cup dry bread crumbs.

Drain and flake sardines. In top of double boiler, melt the fat, add green pepper and onion. Cook until tender. Blend in flour and seasonings. Gradually add milk, cooking until thick, stirring constantly. Add cheese and continue cooking until cheese melts. Combine sardines, noodles and sauce. Pour in a greased casserole and top with buttered crumbs. Bake at 350 degrees 30 minutes or until crumbs brown. The recipe makes six servings.

Here's some more regarding the seafood prospects for your table:

Preparations for the opening of the California and Mexican lobster season are being made by San Diego wholesale and retail fish markets. Donald Glass, in charge of the local office of the California Fish and Game Commission, said the lobster season in local waters will open at midnight Sept. 30 and will close March 15. Lobster camps are to be established along the Baja California coast late this month preparatory to the opening of the Mexican lobster season Oct. 15. As usual, the camps will extend some 300 miles south of Point Au Rocks. Bulk of the shellfish will be unloaded at Ensenada and shipped to the local markets by truck. . . . Fishermen report that the swordfish catch this year has been the poorest in the last 20 years. This has been attributed to the fact that most of the swordfishing fleet has been seeking albacore. The largest swordfish brought to the fresh fish markets this season weighed 375 pounds. It was caught 25 miles southwest of Point Loma. . . . The first shipment of shrimp imported from Mexican waters for the 1950-51 season was unloaded from refrigerating cars at the Marine Products Co.'s plant late in September. The shipment totaled 22,500 pounds. It came from Gulf of California and west coast Mexican inland waters, where the season opened Aug. 28. Shellfish from the gulf and in coastal waters cannot be caught until Oct. 1.

During the season shrimp shipments to San Diego from the refrigerating plants at Guaymas, Topolobampo and Santa Clara are expected to average from 10 to 20 tons a week.

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PRESS-O-GRAMS

(*Continued from page 26*)

construction with the title of "business as usual." General Manager Bates Harper tells us that it took a great deal of consideration before it was decided upon such a venture, but the results are more than gratifying.

Charlie Knight and *Fred Klicka* have moved Tunafleet Movie Service to its attractive new store at 1140 Harbor Drive. . . . *Cecil Drake and Charlie Kauffman,* (you'd almost swear) were going into the used car business. Both have orders at local dealers for new cars, but while on a trip down south they couldn't resist two very good buys, namely a Cadillac and Pontiac.

Customs Patrol Officer John Hicks took as his bride, *Joyce Macias,* Friday, August 25th. The occasion took place at the Chapel of the Roses, and a reception later was given for them. They are now residing in Linda Vista. . . . *Harold Cary,* general manager of the American Tunaboat Association has been enjoying a few days rest at a mountain resort with his wife Millie, and son, David.

Jack Canas, Manuel Colergo and *Harvey Petrich* plan to start another vessel in the very near future to replace the one they had under construction and was lost in the Western Boat Works fire in Tacoma. . . . *Rose* and *Edna* of Harbor Boat Works were seen putting away two huge steaks while guests of *Vincent Gann* and *Manuel La Brencha* aboard the *South Seas.*

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GREETS THE FLEET

(*Continued from page 28*)

while she was tied up on San Diego's embarcadero. Says Leo, who is Assistant Engineer of the 121-foot vessel: "We pulled into Guaymas, Mexico, for bait. Is that news?" Well, Leo, you've got us. The skipper of the trim *Sunset* is Pete Nebbs, and here's one for the books. We have wondered why "Chewy" Angulo, Chief Engineer, was called "Chewy." After talking to some of his friends, perhaps we have the answer. It came about from the manner in which he smokes a cigar. When he lights up, so they tell us, it's always a toss-up as to whether the stogie will burn up first—or be chewed up first!

VICTORY

Tony Guidi, crew member of the 78-foot *Victory*, says his idea of good fishermen are Sam Tocco and Jasper Giammarinoro. Those boys, he says, went out, gigged for albacore in a speed boat, and brought in a full ton last trip. We'd say that you're right, Tony.

SHORTIES

The *Sherry Ann*, a 300-tonner, skippered by Manuel Machado, was out for 45 days; had a bang-up trip. They fish for Van Camp. Another for the Nice Guy Department: John Lewis, one of the craft's 14 crew members. Wish we could have met some of them when we visited the craft recently. But none of the remainder of the crew was around. . . . The *Cape Falcon*, a 265-tonner, has a crew member who is an old salt for sure. He's Gilbert Gunn, Chief Engineer. Gilbert has spent 15 years in the industry, and recalls the days of the ice-boats. Louie Peterson, who hasn't got enough numbers to count his friends, is skipper. . . . Regards to you, Archie Satterly, the waterfront will miss your colorful personality, now that you're retired. (Archie, for years, was a quarantine inspector with the Bureau of Entomology and Plant Quarantine, U. S. Department of Agriculture. He spent 38 years in the branch; 14 years in San Francisco and 24 of them in San Diego. Possessor of a remarkable memory and an honest liking for people, Archie's acquaintance with fishermen is as extensive as any man's on the waterfront.)

PARAMOUNT, NORMANDIE, ETC.

Most of the skippers seem agreed that homeward-bound tuna clippers and strike-bound San Diego canneries will face a serious situation with the opening of the sardine season this month and the consequent closing of San Pedro and Long Beach canneries to San Diego-delivered tuna catches.

Reported already refusing to take any more local tuna are the Pan-Pacific, French Sardine and West Coast canneries at the northern ports which already have been converted to the canning of sardines.

The big catches aboard the clippers *Normandie*, *High Seas*, *Victory* and *Senorita* are being stored indefinitely in the refrigerating holds because of the strike affecting the High Seas Packing Co. Several more clippers are due within the next week.

The Westgate-Sun Harbor plant is taking about 20 tons a day from incoming boats and refrigerating the fish pending settlement of the wage dispute.

At the Van Camp plant things are humming. Unaffected by the strike the cannery yesterday began unloading and cooking 260 tons of tuna from the clipper *Corsair*, 100 tons from the *Invader*. The plant also handled 33 tons of albacore from the *Electra* and 23 tons from the *Kathie Jane*.

CATHERINA

It makes me feel good to report that the *Catherina*, the little boat belonging to the Lino brothers, Manuel and Paul, and skippered by that excellent fisherman, Harold Peterson, came in last month with a good catch. And that also reminds me of that good friend of ours, Carl Stockman, President of Fishong Lures, Incorporated, San Diego, who has the little craft under lease. Some of Carl's experiences are for the books.

As an example, several months ago Carl was sitting at breakfast in his National City home, when a neighbor's little boy punched a rifle through the open window and yelled, "Hands up!" Carl took one look, fell off his chair backwards and began stalking the lad. Sneaking around the house, he managed to surprise the youthful "gunman," and, after getting the weapon away from him, Carl discovered it to be a training rifle; the type used to train our soldiers during the last war. A harmless thing, it was nevertheless real enough looking to put a scare into anyone. Then Carl got his brain to working. First, he wanted to know where the boy got the gun. Upon learning that it was government

(*Continued on page 32*)

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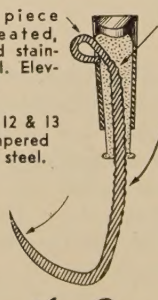

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San Diego Observer

By SEYMOUR FRANCIS

MARK D. Hollis, Assistant Surgeon General of the Public Health Service, Federal Security Agency, writes me that the oyster season opening marks the 25th year of a joint Federal-State-Industry program to control the spread of shellfish-borne disease. Hollis took the occasion to praise the cooperative efforts of State and local health departments, food control agencies and the shellfish industry in reducing the number of cases of intestinal infections from contaminated shellfish.

"Although precise figures on the reduction in the number of shellfish-borne disease outbreaks are not available," he says, "in the 25 years since the Public Health Service assumed its present role of reviewing and rating the shellfish control programs of producing States, occurrences of intestinal diseases from this source have become quite rare."

"Shellfish which are improperly grown, processed and packed carry with them the ever-present threat of typhoid fever and other distressing gastro-intestinal infections, but the vigilance of authorities in the producing States and the ready cooperation of the shellfish industry have made that possibility much more remote than it was in earlier years," Mr. Hollis added.

The Assistant Surgeon General defined shellfish as all fresh and frozen oysters, clams and mussels, either shucked or in the shell, and any fresh, edible products derived from them.

C. H. Atkins, Chief of the Public Health Service's Division of Sanitation, adds that "one of the most effective means existing today for the protection of oyster and other shellfish consumers is a list of interstate shellfish shippers certified currently by each producing State and distributed by the Public Health Service to interested State and local authorities in the receiving States."

"As long as he has one of these lists available for quick reference, a State or city official, even a dealer, can determine whether or not a shipper in a producing State has been certified," Atkins opines.

He explains that State authorities periodically inspect each shellfish plant within their jurisdiction and issue numbered certificates to those producers and dealers meeting State health requirements for growing, processing, and otherwise handling shellfish. The certified names, in addition to other records and information relating to the State's shellfish control activities, then are made available to the Public Health Service through its Division of Sanitation.

The State and local authorities, also according to Atkins, as well as industry representatives, interested in receiving the lists of certified shippers may obtain them from the Division of Sanitation, Public Health Service, Federal Security Agency, Washington 25, D. C.

In a note of assurance to consumers, Atkins explains that across-the-counter purchasers of oysters and other shellfish also can ascertain the reliability of a shellfish product by the certificate number visible on each package shipped interstate. He also says that the point of origin of shellfish shipments can be traced swiftly through detailed records which certified distributors maintain.

"The existing State-Industry-Federal system of controls we are using today, is not entirely effective against non-certified or 'bootleg,' shippers unless health authorities and food control officials in the inland as well as the coastal States are constantly on the alert for them."

"Shellfish from non-certified dealers," he sums up, "may not have received proper sanitary protection and should be avoided."

THE FLEET!

(Continued from page 31)

surplus, he immediately went down and bought the entire stock. Now, he's having them polished up, and plans to sell them to retail outlets for kid's Christmas gifts.

Our hat's off to Carl for more than one reason, however. He's done a real businessman's job with his lure business, although the going was rough. Stockman and Peterson's company was first started six years ago, and a year later it was transferred into a corporation with Harold Peterson, Carl Stockman and Hazel Irene Stockman sole stockholders. This company and corporation was developed from an idea for a fishing lure, which sells for around $1.40 each, and started with approximately $200.00 investment. It suffered many a setback up until 1949. Prior to September of 1949, the product was manufactured by a Los Angeles firm, but ,in 1950, it started manufacturing under the name of Fishong Lures, Inc. at 3109 "D" Avenue, National City, California. The $200.00 investment now has increased to approximately $60,000.

Carl now owns an airplane for service to small boats within an area of seven hundred miles. Also, he has a boat equipped to deliver supplies at sea in all fishing gear. At present Fishong Lures, Inc. works with George Brunner, Coast Supply Company, 720 State Street as a ship chandler's store. However, it has now grown into the tuna industries as a ship chandler, handling hundreds of items to meet the needs of both big and small boats.

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